

THE ROANOKE TIMES.

EVERY MORNING, EXCEPT MONDAY.

ROANOKE TIMES PUBLISHING CO.,
Publishers and Proprietors.
TIMES BUILDING,
Third avenue and First street, southwest.

TELEPHONE NUMBER 121.

The Times will be delivered in Roanoke, Salem, and Vinton every morning by carriers for cents per month.

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" three months 1.50
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" one year 6.00
All papers sent out of the city must be paid for in advance.

THE WEEKLY TIMES.
The Weekly Times, containing the news of the week in a more condensed form, one year, \$1.00 in advance.

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Items of news, communications, etc., should be addressed to the Editor of THE TIMES.
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THE ROANOKE TIMES PUBLISHING CO.,
Roanoke, Virginia.

The Times controls the franchises of both the Associated Press and the United Press, and is the only paper in the city publishing regular telegraphic dispatches.

THE TIMES can be found regularly on sale at the following places:
Roanoke—George Gravatt, Jr., M. L. Smith's, Dalke & Dennis, Hotel Roanoke, Salem—Alfred S. Burdette & Co.'s, Philadelphia—Maple Shade Inn, Bluefield—Bluefield Inn, Pocahontas—Pocahontas Inn, Lynchburg—Norvell-Arlington, Washington—Willards', The Metropolitan.

ROANOKE, VA., NOVEMBER 8, 1890.

THE FARMERS' ALLIANCE.
The election returns show that the Farmers' Alliance will count for considerable in the next Congress.

The members elected by the organization come from the South and West, and will be, as it were, a new and untried element of power.

They are loaded with numerous grievances—many of them righteous, and the use to which they will put their strength remains to be seen.

Quite naturally they will side with the Democrats in most instances, but they can be counted on to give shape for better or for worse to considerable legislation.

The pet project of the organization is the sub-treasury plan to establish bonded warehouses and loan money on the products of the farmer.

This measure, however, is so clearly indefensible, and would, if passed, establish such a dangerous precedent that it ought never to pass, even if it had any chance of passage, as it has not.

A COTTON FACTORY WANTED.

In speaking of the extension of the Roanoke and Southern south the Southern Tobacco Journal says:

"That the road will be built and will haul cotton from the lower South to the thousands of spindles whirling in Winston-Salem is quite as certain an event as the next Presidential election."

And the road will haul cotton to Roanoke also.

This city ought to have several cotton factories. Danville, which is no better situated than Roanoke, finds cotton manufacturing profitable. And it has long been demonstrated that where there isn't cotton enough in the immediate vicinity to supply the mills it is better to be dependent on a long haul than to have to pay local rates.

Thousands of bales of cotton pass through here on the Norfolk and Western and some of it ought to be used here.

The conversion of iron, wood, cotton and other raw material into the finished product and a diversification of industries is the section's desideratum.

Such a course more generally followed than at present would not only bring more desirable immigration here in the form of skilled labor, but it would add materially to the prosperity of the whole section.

The mining of iron ore, the laying off of lots, the making of pig iron and merchant bar are all important factors in aiding growth and prosperity, but the more raw material utilized in making finished products as used, the better.

Let us have a cotton factory for one thing.

STREET IMPROVEMENTS.

Many of the visitors who have spent a short time in Roanoke during the past few months, including those of the British Iron and Steel Institute, and Mr. Kimball's party, in private interviews said they were favorably impressed with Roanoke and its future, but thought we had about the worst streets in the country.

These remarks, which can be heard every day, suggest that it is about time that some steps were taken to pave more of the streets.

The last act of the legislature, which provided that the taxes of 1890 should be collected on the basis of 1885, was a most disastrous one for Roanoke, and has prevented an appropriation for streets and sewers, where otherwise one would have been made.

It will not be long, however, before

the city will be able to do something, and steps ought to be taken to have everything in readiness for beginning work as soon as possible.

INDUSTRIAL ACTIVITY.

A Week of Progress Through-out the South.

BALTIMORE, Nov. 7.—[Special]—The Manufacturers' Record of November 8, says: "Notwithstanding the political excitement of the week there has been no let up in the wonderful industrial activity that is so rapidly changing the South from an agricultural to a great manufacturing country. In fact, the week has been marked by the organization of many great enterprises, covering almost every line of industry. At Middleboro, Ky., a \$1,000,000 company, just organized, has leased large coal property for development, with the intention of building 1,000 coke ovens."

Six new companies with an aggregate capital stock of over \$500,000 have arranged to build ice factories in different places in the South. In North Carolina \$400,000 and \$175,000 cotton mill companies and a \$100,000 lumber company have been organized. At Winston, in North Carolina, a \$200,000 manufacturing company has been incorporated. A furniture factory, sewing machine factory and agricultural implement works, each to have a stock of \$100,000, are to be built in Tennessee. Florida has organized three phosphate companies with capital stock of \$100,000, \$200,000 and \$500,000 respectively.

In Georgia a \$50,000 lumber company, and a \$300,000 general manufacturing company have been organized. Virginia shows among other enterprises for the week a \$100,000 electric company, a \$1,000,000 development company, a \$3,000,000 iron and coal development company, based on 100,000 acres of land lately purchased; a \$250,000 cement manufacturing company, a \$500,000 industrial aid company, and a \$50,000 agricultural implement company, while West Virginia shows a \$500,000 coal, mining and development company, a \$20,000 manufacturing company, and a \$25,000 electric company.

These are but a few of the many enterprises reported for the week, but they are enough to indicate how great is the activity in progress. From all sections come the most enthusiastic reports as to the development that is going on throughout the South, while the leading capitalists of the North, many of whom have heretofore taken no part in this Southern movement, are now turning their attention and their money to this, the vastest field in the world for investment.

REGULATING THE RATES.

Presidents and Traffic Managers of Railroads Confer.

NEW YORK, Nov. 7.—[Special]—The joint conference of the presidents of the Trunk Line and Central Traffic Associations, at 246 Broadway, yesterday, was the most satisfactory meeting held this year. Together with the presidents, there were many traffic managers present, making about fifty in all. Commissioner George R. Blanchard, of the Central Traffic Association, and James F. Goddard, who takes charge as commissioner of the Trunk Line Association next Monday, attended the meeting. President Roberts, of the Pennsylvania, presided.

Although east-bound freight rates generally had been down all summer, the chief difficulties to settle were the dressed beef and car mileage problems. The dressed beef rate from Chicago to New York had dropped from 45 to 30 cents per 100 pounds by reason of complications between the Grand Trunk and the Canadian Pacific-Wabash combination. The subject was referred to a committee of five presidents yesterday, and they straightened it out in this way:

The dressed beef rate on November 17 will be restored to 45 cents. Chicago to New York, and 47 cents Chicago to Boston. On Boston the Grand Trunk is allowed a two-cent differential, making 45 cents. The Canadian Pacific keeps its one cent per mile mileage on private cars to Boston and New York. The Niagara Falls and frontier trunk lines are allowed to do the same, or they may take the same differential as the Grand Trunk to Boston, and keep the car mileage rate on the three-fourths of a cent basis.

The general meeting adopted the report, but it will have to be ratified by the joint executive committee. It was decided also to raise all other freight rates to the schedule in effect on May 12, before the rate war broke out, except that corn was placed at 22½ cents per 100 pounds instead of 20 cents. This wipes out all the troubles in freight rates that have existed since last spring between Chicago and the seaboard, and have caused a loss of several millions of dollars to the various roads.

'Tis a Tie That Binds.

BROOKLYN, Nov. 7.—[Special]—Judge Osborne, in the City Court, yesterday decided that Anna C. Plunkett is the wife of Samuel C. Davis. Davis sued to annul the marriage on the ground that he participated in the marriage "in fun and wholly in jest." He had been acquainted with Miss Plunkett only a short time, and one evening in February, 1884, somebody proposed that they should go out and get married.

They visited the house of the Rev. Dr. Haskins, rector of St. Mark's church, with Miss Plunkett's sister and a young man, who were also to marry, but after the wedding between Mr. Davis and Miss Anna the other two refused to be married. This was the story told by Mr. Davis. Miss Plunkett declared that the visit to the rector was solemnly prearranged, and Judge Osborne believed her. He wrote this on the papers: "On the merits the complaint is dismissed, and judgment ordered for the defendant. No costs."

Benwell's Slayer Doomed.

OTTAWA, Ont., Nov. 7.—[Special]—The cabinet council has, after due deliberation, decided that Birchall shall be executed on the 14th instant. The opinion was unanimous. Birchall, though nervous to a degree, preserves his wonderful nerve, but his devoted wife has given away under the effect of the cabinet's decision.

BESSEMER STEEL.

Production of Ingots and Rails During the Fiscal Year of 1890.

The following table, just issued by the American Iron and Steel Association, shows the production of Bessemer steel ingots in the United States in the first half of 1890 compared with the production in each half of 1889. The production of steel ingots by the Clapp-Griffiths and Robert-Bessemer processes is included; we also add a statement of the ingots produced by the Clapp-Griffiths process alone. The production of Robert-Bessemer steel was very small.

Ingots.	First half '89	Second half '89	First half '90
Penn.....	Net Uns 930,748	Net Uns 1,012,797	Net Uns 1,334,929
Illinois.....	245,171	464,890	372,975
Other Sts.....	444,796	323,487	388,921
Total.....	1,420,715	1,861,174	2,015,955
Clapp-Griffiths only	38,356	44,494	39,469

The following table shows the production of Bessemer steel rails of all kinds and sizes in the first half of 1890 compared with the production in each half of 1889. In this statement we do not include the Bessemer steel rails which were rolled in iron rolling mills from purchased blooms:

Rails.	First half '89	Second half '89	First half '90
Penn.....	Net Uns 523,882	Net Uns 578,569	Net Uns 738,931
Illinois.....	179,201	312,853	279,407
Other Sts.....	16,572	5,705	25,916
Totals.....	719,655	927,127	1,044,254

WHAT IS BACK OF US.

It is the Crude Wealth Stored Away in Mountains.

The Waynesborough City Times gives a lively summary of progress in Southwest Virginia. It says: "Go to Roanoke first, pre-eminently the first because she shows the largest result of the work accomplished through the material resources of the State, aided by live, enterprising people. Follow the route of the Norfolk and Western railroad and see the number of new towns recently sprung into existence, or the old towns which have taken new life, yet already dignified by the name of city, which they will assuredly deserve. Return to the Shenandoah Valley and glance at Buena Vista, Glasgow, Shenandoah and several others."

Pause for a moment before you cross to the Chesapeake and Ohio and notice the twin cities of Waynesboro and Basic. See Mineral City in the east, Staunton, Goshen, Clifton Forge, Iron Gate in the west, or go down the Baltimore and Ohio and observe. What is at the back of all these new towns, the half of which we have not mentioned? It is the crude wealth stored away in the mountains, the valleys and the very atmosphere of the State. Virginia is advancing with rapid strides, and there is no section in the South, or in the country, that offers more opportunities to capital and enterprise.

KNOCKED DOWN IN THE STREETS.

Robbers Attack Mr. T. W. Staton on Edgewood Avenue.

Last evening about 8 o'clock T. W. Staton was assaulted and robbed by two white men within 300 yards of his home on Edgewood avenue.

The men approached from different directions, struck him and felled him to the ground.

Taken by surprise, he at first made but a feeble resistance, but when they had gone through his pantaloons pockets he struggled to his feet and struck one with a stone, knocking him down in turn. The ruffians then fled.

They secured but \$2, the change in his pockets, but Mr. Staton succeeded in keeping from them quite a large sum which he had in his vest pocket. The men evidently knew of this larger sum, for they made strenuous efforts to pull open his vest, breaking the buttons off of it in their endeavors. They will doubtless be apprehended to-day, as they are known.

A NEW INVESTMENT COMPANY.

To Deal in Real Estate With a Capital of \$100,000.

The Artisans' Investment Company was granted a charter by the Hustings Court yesterday.

The capital stock is \$100,000, with privilege to increase to \$250,000, divided into shares of \$100 each. The purpose of the company is to deal in and improve real estate and the amount of land it may hold is limited to 500 acres. The officers of the company are: G. R. Henderson, president; D. J. Worthington, vice-president, and A. L. Treman, secretary and treasurer.

The directors are G. R. Henderson, D. J. Worthington, G. W. Ehrhart, John H. Pfeiffer, S. J. Koontz, S. W. Woodward, C. M. Butler, W. P. Fant and J. T. Ward.

The principal office of the company will be in Roanoke.

Roanoke and Winston-Salem.

Mr. E. H. Stewart, of this city, who is prominently identified with nearly every movement for the advancement of Roanoke, will help Roanoke's friends at the other end of the Roanoke and Southern.

He has been elected president of the Piedmont Land Company, of Winston-Salem, N. C., which was recently organized with a capital of \$2,000,000.

There is no wonder that the Twin City, with the help of such Roanokers as Messrs. E. H. Stewart and Francis B. Kemp, is catching the spirit of enterprise of Southwest Virginia.

A Greek Letter Club.

In a recent issue THE TIMES spoke incidentally of the formation of a Greek letter club in our city. Mr. Walter Murphy, secretary of the Commercial Club, who is the prime mover in its formation, says that there are more than two hundred fraternity men in this city and that if the matter is given the attention of all interested will be an assured success.

SALEM.

News and Gossip From Roanoke's Lively Neighbor.

SALEM, Nov. 7.—[Special]—Mr. Almon has gone to Bridgewater, his old home, and will return Monday.

Mr. W. E. Dunstan, Mr. Strouse's genial bookkeeper, left yesterday for Roanoke, where he goes into business for himself. He goes into the real estate firm of Powell, Whitehurst & Co. Mr. Dunstan leaves many friends in Salem, who wish him every success.

There was quite a surprise yesterday in the marriage of Mr. T. J. Shickel and Miss Mattie T. Bowman, in the presence of a few invited friends, at the residence of Col. A. M. Bowman, the brother of the bride.

The ceremony was performed by Rev. F. V. N. Painter, of Roanoke College, assisted by Rev. C. Armand Miller, the pastor of the contracting parties.

The bride and groom left on the first train for a tour of the Northern cities. They were accompanied to the depot by a number of relatives and friends, and carry with them the congratulations and best wishes of a host of acquaintances.

Mr. Shickel is one of the leading business men of Salem, and with Mr. D. B. Strouse, was the inaugurator of the Salem Improvement Company.

The Improvement Company has fixed the date of its sale the 11th and 12th of December, the anniversary of its first sale.

Five large plants are to be located in Salem, the money having been voted by the several land companies.

A muck-bar mill..... \$75,000
Iron pipe foundry..... 50,000
Rolling mill..... 100,000
Car works..... 100,000
Cotton factory..... 100,000
which is likely to be increased to \$200,000.

In addition to these plants they have voted \$125,000 to the Roanoke and Southern railroad for its extension to Salem. Every dollar of the capital stock has already been taken in the five plants.

An agreement between the board of presidents with Colonel West, of New York, representing the British and American Direct-Process Steel Company, Limited, has been entered into for the immediate erection of a 300-ton steel plant.

A population of 25,000 is expected in the next three years.

The business men of Salem have a business pluck and determination, which inspires confidence on every hand.

Colonel W. F. M. McCarty, Mr. W. H. Edmunds, of the Manufacturers' Record and Colonel Goldsmith Bernard West, left for Roanoke, from whence they will go to Knoxville.

After a long delay the McCarty steel plant is a certainty.

THE FIREMEN'S FAIR.

A Good Attendance Last Night—To Close To-Night.

There was an unusually large crowd at the firemen's fair last night.

All the refreshments were disposed of at an early hour. To-night being the last night it will wind up with a grand auction sale.

The contest between Messrs. Lemmon and Cox will close at 11 o'clock, and no doubt the many friends of both these gentlemen will take great interest in who will secure the handsome gold watch.

Heironimus & Brugh

110 Commerce street.

Our Opening is Over.

We are now ready with complete lines of new dress goods in every department.

Dress Goods is our Specialty.

We have the handsomest collection of novelties, plaids, stripes and plain materials of every sort ever opened in Roanoke.

Our assortment is equal to those of large cities. Our prices are correct, and you can do better shopping with us than you can in the city.

Be sure to see our line of silks and black and colored dress goods.

Ladies' cloaks, Misses' cloaks and children's cloaks of every sort now ready. The garments shown by us represent the latest novelties of the mode, and every garment is made in a thorough and most stylish manner.

You will find our prices correct.

UNDERWEAR, UNDERWEAR

Of all sorts from lowest grades to best qualities. Ladies' heavy Jersey ribbed vests at 25 cents. Mens' good heavy merino shirts at 25 cents. Children's vests from 15 cents up.

We have all grades in white, natural wool, scarlet, etc., for ladies, gentlemen and children.

Bargains in blankets comforts and counterpanes.

Heironimus & Brugh.

Nininger, Bandy & Co.,

Real estate agents, first floor Times Building.

Roanoke, Va.

Persons listing property with us can be certain that it will have careful attention. Correspondence solicited.

HOUSEKEEPERS, HOTEL PROPRIETORS,

And everybody that buys groceries.

LOOK TO YOUR INTEREST.

You want to save your money by buying where the

PRICES ARE LOW

And the stock large and varied to select from.

EVERYTHING YOU WANT TO EAT,

Pure and fresh, can be had by calling.

L. H. BRUGH,

Jefferson street.

Groceryman.

W. E. EUTSLER,

Photographer,

No. 23

SALEM AVE.,

IS THE PLACE TO GO

WHEN YOU WANT

YOUR

PICTURE

TAKEN.

RICHLANDS.

Last April we began to advertise our town lots, making at that time a number of statements in regard to what we would do. Through the non-completion of the Clinch Valley extension of the Norfolk and Western our railroad facilities at that time were very limited. We had no railroad station and, indeed, one old farmhouse was the total sign of life about the place. Since then the railroad has erected a fine brick and stone freight station, one of the largest on the road, and will shortly erect a fine passenger station, while the Clinch Valley Company has spent, or is under contract to expend, \$350,000. A four-story hotel, the finest in Southwest Virginia, is under roof; a handsome iron bridge, of 180 feet span, crosses the Clinch river; two second-class hotels have been built, and a large number of stores are building under contract. The company has erected a handsome three-story building for its offices, and a fine stone bank building is nearing completion. Machinery for the rolling mill is on the grounds, and the track to the coal mines, three miles away, is completed, and coal is now coming out. A steam brick plant, the most complete in Southwest Virginia, is in operation, and a large amount of grading and other work is going on. This work attracts a great deal of attention, while Richlands is merely at the end of a non-completed line. The completion of the Clinch Valley division this fall, and the running of through trains between Washington and Louisville, putting Richlands immediately on a through line, will give an impetus to the prosperity of the town sufficient to throw it ahead of all competitors, and the attention of investors is called to real estate here as giving greater promise than any town in Southwest Virginia.

C. GRAHAM,

Agent Clinch Valley Coal and Iron Company, Richlands, Tazewell County, Virginia.

Sept 19-2m

For heavy-weight suits and

FALL OVERCOATS

GO TO

FRANK BROS.,

Jefferson Street.

THE POLLS HAVE CLOSED !!

BUT J. R. GREENE & CO.

Will continue to sell all the latest styles in

Hats, Gent's Furnishing Goods & Neckwear.

THERE IS NO END TO OUR STOCK.

Notwithstanding the large sales in Overcoats and Suits, we still have a stock as complete as any in the city.

J. R. GREENE & CO.,

112 JEFFERSON STREET.